

CHEAP TRANSPORTATION.
A PROBLEM FOR NEW-YORK TO SOLVE.
ENORMOUS FREIGHTAGE FROM THE NORTH-WEST—

NECESSITY OF A DOUBLED TRACK
WAY OR OF AN ENLARGEMENT OF THE
CANAL—INEFFICIENCY OF THE PRESENT ROAD—
WHAT CANADA IS DOING—WHAT NEW-YORK
MUST DO.

To the Editor of The Tribune.

Sir: I beg leave to state a few facts for the consideration of the Great Transportation Convention to be held tomorrow at the Cooper Institute. Between the Rocky Mountains and Lake Michigan there is territory enough, including of course the States now organized, to make 18 States as large as Ohio. The commerce of these States is all tributary to Lake Michigan or to the railways that run east from Chicago at the south end of it. Twenty-five years ago, this vast country was very sparsely settled, and most of it is so still; but nearly 10,000,000 people are now scattered over this quarter of the globe, and the Great Central Union, that is, the United States, has 100,000 miles of railway in it; now there are 10,000 miles, 3,000 of which were built last year. The shipments of cereals, live stock, and provisions from these 700,000 square miles of territory were then exceedingly small; for the last year Chicago alone shipped more than 80,000,000 bushels of cereals

quarter of the population of the entire Union. Then there were not 100 miles of railway in it; now there

The 10,000 miles, 3,000 of which were built last year. The shipments of cereals, live stock, and provisions from these 100,000 square miles of territory were then exceedingly small. Now, 50,000,000 bushels of cereals alone shipped annually, 50,000,000 bushels of cereals annually, and yet the richness of this vast territory is only just beginning to be developed. Chicago is now daily receiving 600,000 bushels of grain. Had she the means of sending it forward cheaply, she could spare every pound of it to Eastern markets. Enough more would be sent to her stores to supply her own wants. In round numbers, this grain would load 2,000 cars daily and would require the starting of trains of 100 cars eastward every hour and ten minutes. Of course, this is our busy season, and a large percentage, probably 75, of our products will always be shipped by water. By water, I have not the figures at hand that show our live stock and live stock and other products, but they foot up to millions. The manufacturers and other goods, foreign and domestic, that our Western people receive in exchange for their farm products are in almost fabulous amounts, and they and our merchants and manufacturers that supply them are all equally interested in the subject of cheap transportation. And, besides, the figures of this year afford but the slightest index to what they will be at the close of another quarter of a century, when the population of the North-West will have far outrun the figures of our most reckless statisticians.

Since the opening of the Erie Canal in 1825, and by the building of the railroads, New-York has virtually become the entrepot of the trade of the North-West. Can she hold it is the all-important question for your merchants and capitalists to decide. The average freight on corn and wheat by water from Chicago to New-York last year was 21 to 22¢, and by rail 22 to 21 cents. At these rates, with local freights added, corn could not

with steel rails, and low grades for freight alone, from New-York to Chicago. Let the work be done as low as possible in actual cash, run the road honestly, and as

business increases lower the rate of freight: accept a reasonable interest, say five per cent, and never allow the stock to rise above the cost of the goods. It is barely possible that on such a road, honestly built and honestly managed, the freight on a bushel of corn and wheat may be reduced to the cost of the freight. It is true that the business agents of the road will surely lose the trade. But, though the cost would be enormous, double the capacity of the Erie Canal, and cut off its business, the State would not pay a tithe of the cost of repairs and the wages of the political hummers who manage them, not to speak of the cost of the new road. The State of New-York might well have made it free had it not been for its worthless lateral canals and the vampires who have consumed the revenues of the State for years, and who are now to feed from Lake Erie, for the waterbought above the lower levels in the vicinity of Syracuse is already taxed to its utmost capacity. The Lake, at whatever cost, to the State, is the only way to the West.

should be abandoned, and its thieves must be driven out if New-York would retain the largest share of the

transfringe of the Erie Railroad mentioned the New-York Central and the Erie Railways! Certainly not; and so far as I can see, they are not to be considered when discussing the question of the Erie Railroad. The Erie Railroad is the Erie Railroad, and the North-West, Unless some pressure can be found powerful enough to force the water out of their stock, no considerable amount of money can be raised there. There have virtually robbed the people of millions of money—enough "to buy out the law," as they have too often done, and thus procured the most reprehensible villanies. It is well understood that Vanderbilt has watered his railway stocks to the amount of \$10,000,000. He has watered eight per cent. For this enormous swindle upon the people of the North-West, he has been rewarded with the commerce between the East and the West, and the Erie Railroad is the only one that has been able to do so. It is said that the Grangers of the West will be sure to find some way to do it. As to the Erie, Jay Gould and Jim Fisk issued stock and borrowed money from the people of the North-West, and then they sold it for more than the real price.

management of that concern pays the interest on those bonds and declares dividends on its stock, regardless of

the fascality of which it was issued. He insisted, like the land pirates of the central States, that the Government should take the price and lower their charges for freights and fares down to a fair percentage on the actual cost of these roads.

Let me tell your merchants and capitalists that the North-West is not always to be forced to pay regular dividends from its commerce upon the watered stocks of the Central Railways. The Baltimore and Ohio road, we are assured, will reach Chicago within a year. The distance to Baltimore from Chicago is considerably less than it is to New-York. We are assured that it is being built as cheaply as possible for actual cash, and that its charges will be a fair percentage on the actual cost of the road.

resource of the West is in the enlargement of the Welland and the St. Lawrence Canals. Work on the Welland is now in progress, and as

As soon as Canada has time to recover from the Pacific Railway scandal and new and honest men are placed at the head of the Government, it is believed they will open their channels of transit by water for vessels of all nations. One best informed shipper, who is said

ished that by this route corn and wheat can be **landed** down in Liverpool for what it now costs to ship.

from them, but because it is cents to tide-water at Montreal will be the outside average figure, and may believe that 12 cents is a fair price. If New-York merchants will sell at that price, the West side must prepare to compete with these prices. A single cent per bushel, other things being equal, in favor of the St. Lawrence will send all the flour to that port. How much, then you, New-York will get of that trade when there are full six cents per bushel, if not more, in favor of the St. Lawrence?

I am glad your merchants are ruining themselves to the situation. I am glad you are not going to Palmyra, Alexandria, Venice, Genoa, Lisbon, Amsterdam—each one will sell at the same price, the lowest market price. They will not, if not controlled, lose the market. They will be taken by me, and no more controlling than now threaten the supremacy of New-York. You must get your railways, your telegraphs, your steamships, your telegraphic communications down to the best-rock of old-fashioned honesty if you would retain the commerce of the American continent.

W. A.
New York, Jan. 2, 1873.

well acquainted with the subject are to address the meeting, among whom are Mayor Havemeyer, who is to

PERSONAL.

Judge Stanley Matthews has been dangerously sick at Gladale, Ohio, but is now recovering.

Prof. F. J. Child of Harvard College is traveling in the lake district of England and Scotland.

A report from Salt Lake City says that George C. Cannon, the Utah delegate to Congress, has secretly secured divorce from his third wife.

J. R. Strong, a young artist of Oakland, Cal., has received a gold medal from the Munich Art Academy.

President White of Cornell University ad-

ressed the English students of that institution on Monday last, the occasion being the celebration of their national anniversary.

Prof. Marsh of the Yale College Exploring Expedition will remain in Salt Lake City for some days, and will then go to Oregon. His explorations in Wyoming Territory have been very successful.

English gossip says that the reigning Duke of Brunswick is about to bring action to cancel the late Duke's will, on the ground that the bulk of his property, especially the art treasures, was only a loan, and that he was never intended to be put in the line of succession.

to Duke William of Brunswick, and after him to the House of Hanover.

Miss Alice Dutton has issued an address to the workingwomen of Boston, informing them that it is proposed to organize in that city a Workingwomen's Mutual Benefit Association, having for its object "First: The providing of funds to defray the expenses of any member in time of sickness. Second: To render aid to any member in the extremity of need. Third: To provide, in case of death, respectable burial to said deceased member, as well as a certain sum to any dependent upon her for support."